





SATURDAY, MAY 12, 1855.

**THE CROWN.**—During our late journey we noticed the wheat crop through this country. Noble, Lagrange, Elkhart, and Laporte, looked uncommonly fine and promising.

We have had some tolerably sharp frosts this week; but so far we can learn they have not materially injured the fruit. The prospect is that we shall have a fair crop of all kinds, except peaches, which were nearly all killed by the extreme cold of the winter.

**READING ROOM.**—Our citizens are under lasting obligations to the Young Men's Literary Association for the rich intellectual treat they provided during the past winter; their enterprise in furnishing a course of lectures, many of them by highly distinguished lecturers, is worthy of all praise. Though in a pecuniary point of view, the Association was the loser by the operation, they are not discouraged; but are making another effort for the benefit of the public.

The Association proposes to open a Reading Room, furnished with 8 or 10 daily newspapers, 25 to 25 weekly, from the principal cities in the Union, and a general assortment of Reviews and Periodicals. The room is to be open every day (Sundays excepted), and the subscription is put down at \$3.00 per annum. It will require 150 subscribers to justify a commencement of the project—a number which we trust can be readily obtained. If this meritorious Association cannot command success, they at least endeavor to do so, and are therefore entitled to the confidence and support of the community.

**THE CHOLERA.**—It has made its appearance on the Upper Mississippi. There have been several deaths by it on board the steamboats, and also in some of the river towns in Iowa. It would be well for our citizens to take all necessary precautions against this fearful malady. It has generally raged along the Mississippi in the spring previous to appearing here.

**FIRE.**—On Thursday afternoon a large barn in the rear of the lot occupied by Mr. Angel, in the Western Addition, was destroyed by fire. The residence of Mr. Angel was in imminent danger, the roof having repeatedly caught fire, and also the adjoining house of Mrs. C. and son—but by the prompt worthy efforts of the fire brigade, aided by a company No. 2, were saved. There was little or no alarm given, and but few persons knew of the fire until it was extinguished. Some arrangements ought to be made by which the bells could be rung immediately, and other means adopted to summon the aid of our citizens, on such occasions.

# Fort Wayne, Lacon, & Platts Valley Airline Railroad.

During the late crisis in railroad matters, we have not heard much said about this—the greatest and most important railroad project of the day. The directors prudently held still until the storm subsided, and now they are ready to embark in the project with energies unimpeded, and a full assurance of ultimate success.

We attended a meeting of the consolidated boards of directors of the three companies forming this line, held at Lacon, Illinois, last week. The best spirit actuated them, and all felt that the time had now arrived to commence operations. It was resolved to make arrangements for the early putting under contract of certain portions of the work, which from their connection with other railroads could be profitably used until the entire line was completed. It is believed that the local subscription can be augmented to an amount sufficient to prepare those portions of the work ready for the iron, without having recourse to loans or the sale of bonds. A rigid system of economy was resolved upon, and a determination made to keep the road free from debt and encumbrances of any kind. Under such a system, and with the well known talent and energy of its indefatigable President, H. R. C. Schenk, there can be no doubt of success.

Our citizens all feel a lively interest in this great work; but they have not as yet demonstrated it by such a subscription to the stock as its importance would warrant—in fact they are far behind other towns on the line in this respect. This approach we trust they will now wipe off by a liberal subscription. The line from here to Liberty Mills will shortly be put under contract, and the more liberally we subscribe the sooner it will be done. This will open to us the trade of the richest portion of our State—the far-famed Erie River Valley—and will do more for the prosperity of our city than all the other railroads entering here.

It is needless to dwell on the magnitude or national character of this great work. Our citizens are familiar with its advantages. It is a perfect aerial line from here to Council Bluffs on the Missouri River, and as there can be no reasonable doubt that the Pacific Railroad, whenever constructed, will be on the route of the Platte River, South Pass, and Salt Lake, it is evident that this is in reality a commencement of that great work. A charter has already been granted by the Nebraska Legislature for a continuance of the road from Omaha city, opposite Council Bluffs, up the valley of the Platte to the western limit of the territory. The road will connect at Fort Wayne with the Tiffin & Fort Wayne and Clinton Lines, giving the most direct route to New York; with the Ohio & Indiana Railroad to Pittsburgh, Philadelphia, and Baltimore; and with the Toledo, Walworth Valley, & St. Louis line to the Lake Shore. By these connections, the distance between the eastern cities and the Far West and Pacific will be shorter by hundreds of miles than by any other route, and most accordingly command a large portion of the travel. In addition to these the road crosses and intersects many of the principal railroads in Illinois, which will thus become tributary to it, and act as so many feeders to the main trunk line. Such a line cannot but be profitable, and must inevitably be constructed. We do hope our citizens will now come forward, place their shoulders to the wheel, and aid in putting it in motion.

We are permitted to make the following extracts from the proceedings of the board of directors, which show the policy to be pursued, and will be read with interest:

**Resolved.** That Congress having failed to make any grant of land to aid in the construction of the T. W. L. & P. V. Airline R. R., and the unfavorable condition of the money market making it impossible to negotiate now at reasonable rates the securities of the road, it becomes the duty of the directors to secure the construction of the road by the subscription of the great

work we have in hand in the construction of the road, and the increased energy and enterprise of the stockholders and citizens living along the line, in the different states through which it passes.

**Resolved.** That relying on this enterprise, of their fellow citizens to sustain them, and the means and resources which they will be able to command and apply, the associated Directors of the three companies in Indiana, Illinois, and Iowa, who are engaged in this important work, are determined to proceed without delay or cessation of effort, from this time forward, to the prosecution and execution of the work.

**Resolved.** That the policy to be adopted and which we do hereby adopt for effectually and successfully accomplishing the object is as follows:—1st. To take the necessary and immediate steps for procuring all existing contracts for construction.

2d. To economize the means and resources of the whole road, and of the particular companies, by suspending, as far as may be, the salaries of officers, simplifying and abridging in every possible way the current expenditures.

To have the respective companies proceed at once to put under separate contract particular sections of the road within their respective states, and push the same to completion with the means now at command, and by the aid of such additional and increased subscriptions as may be obtained, but without contracting any debt, except such as can be paid from these resources as fast as the work progresses.

**Resolved.** That it be left to the several companies heretofore to engage such local engineers as may be sufficient within the limits of strict economy to prepare for letting and to superintend the construction of the road.

**Resolved.** That the portions of the road to be located and laid out for construction by the respective companies, in the several states, with as little delay as possible:

From Fort Wayne westwardly.—From the point of intersection with the New Albany & Salem R. R. westwardly.—From the point of intersection with the Illinois Central R. R. westwardly.—From the point of intersection with the Central Military Tract R. R. eastwardly.—From New Boston eastwardly.—and from the west bank of the Mississippi westwardly. The length or extent of the portions of the road thus prepared for construction to depend in each instance upon the amount of local subscription and means that can be secured for its construction.

**Resolved.** That each local board of Directors shall put the portions of road indicated under contract, to be graded and prepared with the superstructure ready for the iron rails, upon the most favorable terms that can be made as soon as the opinion of each board, that the means and resources secured and applicable to the same shall be sufficient to warrant a commencement at the points named;—the associated directors reserving to themselves to contract for and procure the iron and rolling stock for the completion and operation of such parts of the road as shall thus be prepared from time to time, and the assurances they have of credit and means for that purpose.

**Resolved.** That in receiving proposals for such contracts, other things being equal, preference be given in all cases to those bids which propose to take in payment the largest proportions of stock, labor, materials, &c.

**Resolved.** That efforts be made along the line to obtain new and increased subscriptions to the stock of the companies, and that labor or materials that can be made available in the construction of the road may be received at the discretion of the Directors, at such prices as they may deem proper.

**Resolved.** That the local boards be requested to take measures as soon as possible to secure as a part of their effective means the subscriptions of the several counties within their limits and the early issuing of the county bonds.

**Robbery of the Clerk's Office in Peru.**—By a Miami Sentinel Extra we learn that the Clerk's office of Miami county was robbed on Monday night last. The thieves entered through a window, and then with a crow bar and other implements (which they left behind them) broke a hole through the brick wall of the vault and stole about \$1,500 in cash, consisting of bills of the Lancaster Bank, Pa. State Banks of Ohio and Indiana, Indiana State Stock Banks, and others. Some of the notes were endorsed with the name of Mr. B. Fulwiler, deputy clerk, and some with the name of H. Moore.

**Judge Metcalf of Ohio** has decided that the issuing counterfeit notes below the denomination of \$10 on banks located without the state, is no crime. The law not only prohibits the circulation of such foreign notes, but declares them worthless, and all contracts in relation thereto, or payments or exchange for other property made therewith, of no effect whatever. The judge decides that under this law it is equally unlawful to pass either the genuine or counterfeit—both are equally worthless—there is nothing "true or genuine" pertaining to either. The act charged is no crime within the statute of forgery, because no harm or advantage to any one results whether the bill be true or false. The genuine is declared by the statute, worthless and void; it has no legal existence in this State, and cannot be the subject of forgery, for there can be no counterfeit without a real thing.

There was a full attendance of the bar and all concurred in the soundness of his honor's opinion.

**D. R. Pershing, Esq.** has vacated the trip of the Rochester Flag, and is to be succeeded by J. H. Scott. Mr. P. commenced the Flag about two years ago, and has labored assiduously to make it worthy the patronage. We wish him abundant success in whatever occupation he may next engage in, and hope his successor may be equally fortunate in meeting the expectations and giving satisfaction to the numerous readers of the Flag.

**View of Fort Wayne.**—This is a superb picture of our beautiful city is now ready for delivery. It shows almost every building in the city, is executed in the best style, richly colored, and will make a splendid ornament for the parlors of our citizens. Mr. J. T. PALMISTY, the artist who prepared the sketches, is now here delivering copies to subscribers. Those who have not subscribed should avail themselves of the opportunity to procure a copy.

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Nothing had a happier knack of both vo-

and mercantile distress throughout the country.

1. **Introduction**





